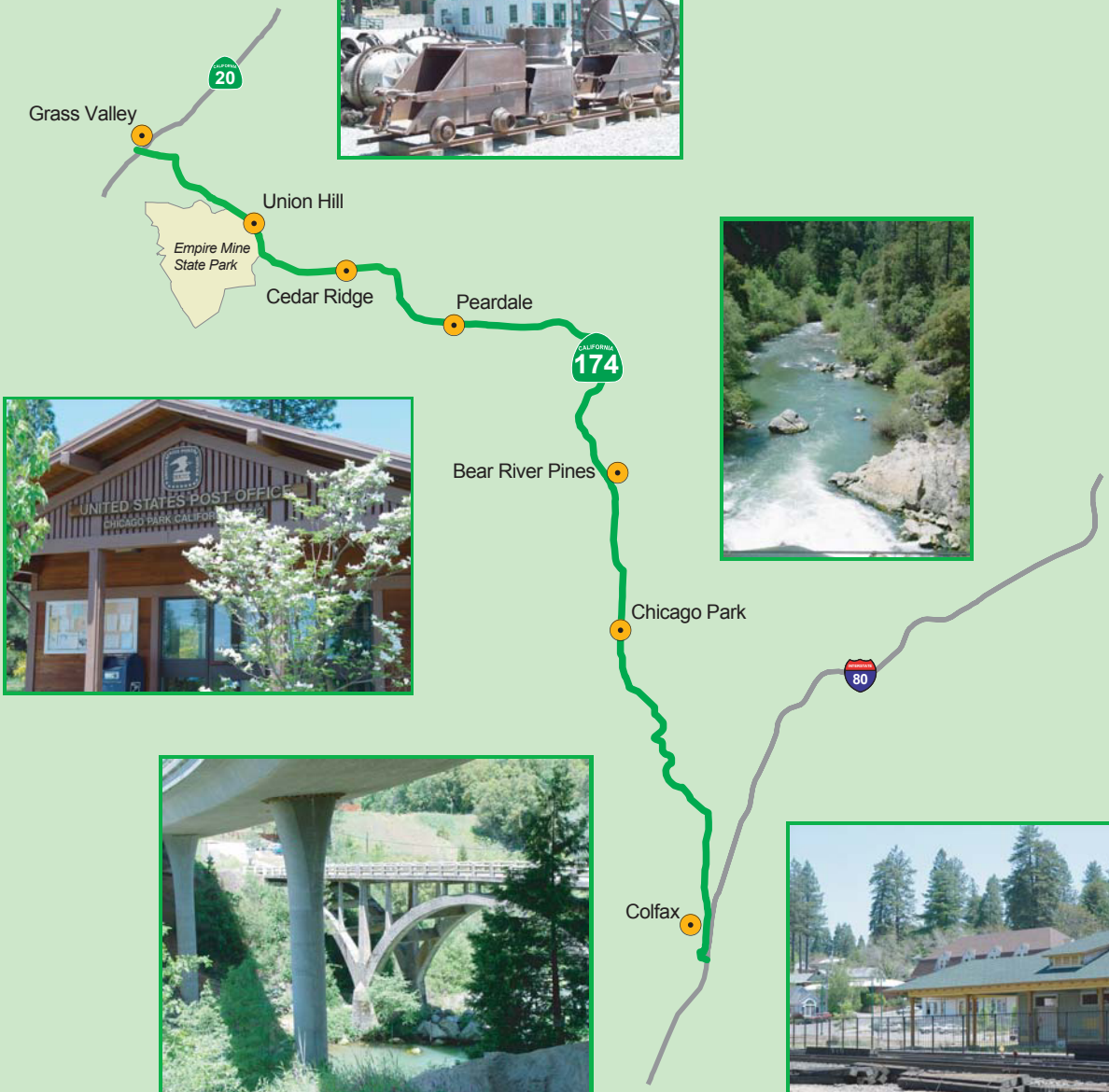
Transportation Concept Report
State Route 174

January 2005



California Department of Transportation
District 3

State Route 174

Transportation Concept Report

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January 2005

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Table of Contents

INTRODUCTION TO THE TRANSPORTATION CONCEPT REPORT 1

WHAT IS A TRANSPORTATION CONCEPT REPORT? 1
ROUTE CONCEPT DEVELOPMENT 2
Concept Level of Service 2
Concept Facility 2
Concept Improvements 2

MAP 1 – ROUTE LOCATION MAP 4

MAP 2 – ROUTE SEGMENT MAP 5

TRANSPORTATION CONCEPT REPORT SUMMARY 6

TABLE 1 – CONCEPT SUMMARY 6

CONCEPT RATIONALE 7

SEGMENT SUMMARY 8

SR 174 FACT SHEETS 9

SEGMENT 1: PLACER COUNTY/PM 0.000-2.900 9
SEGMENT 2: NEVADA COUNTY/PM 0.000-6.800 16
SEGMENT 3: NEVADA COUNTY/PM 6.800-10.220 21

APPENDIX A: CURRENT DESIGN STANDARDS 28

APPENDIX B: BRIDGE INFORMATION 29

APPENDIX C: CALIFORNIA NATURAL DIVERSITIES DATABASE 30

TABLE 2 – SR 174 SPECIAL STATUS SPECIES (COMMON NAMES) 30

APPENDIX C: CALIFORNIA NATURAL DIVERSITIES DATABASE 31

MAP 3 – CALIFORNIA NATURAL DIVERSITIES DATABASE (NEVADA COUNTY) 31
MAP 4 – CALIFORNIA NATURAL DIVERSITIES DATABASE (PLACER COUNTY) 31

APPENDIX D: FEDERAL & STATE ENVIRONMENTAL AND RESOURCE AGENCIES 32

APPENDIX E: GLOSSARY AND ACRONYMS 34

APPENDIX F: REFERENCES 37

Introduction to the Transportation Concept Report

What is a Transportation Concept Report?

A Transportation Concept Report (TCR) is a long-term planning document that each Caltrans District prepares for every State highway, or portion thereof, in its jurisdiction, and is where long-range corridor planning in Caltrans usually begins. The purpose of a TCR is to determine how a highway will be developed and managed so that it delivers the targeted level of service and quality of operations that are feasible to attain over a twenty-year period. These are indicated in the Route Concept. (See below for a discussion of how Route Concepts are developed.)

In addition to the 20-year Route Concept, the TCR includes an Ultimate Concept, which is the ultimate goal for the route beyond the twenty-year planning horizon. Ultimate Concepts must be used cautiously, however, because unforeseen changes in land use and other variables make forecasting beyond twenty years difficult.

How does the TCR fit in with local and regional planning efforts?

As owner/operator of the State highway system, Caltrans has a duty to establish a long-range vision for its highways and determine overall strategies for their management. This is achieved by taking into consideration the numerous factors encompassed in the human and natural environments in which a particular route exists. During development of a TCR every effort is made to arrive at the same or similar level of service standard used by a local jurisdiction. Caltrans' objective is to have local, regional, private sector, and State consensus on corridor Concepts, planning strategies, and improvement priorities.

Whenever a General Plan is updated, State highways within the jurisdiction should be recognized and included in the circulation system. The jurisdiction should also adopt the Concept Level of Service (LOS) standard indicated in the TCR, along with the Concept Improvements described in the TCR as necessary to meet the Concept LOS. The jurisdiction has the option of adopting a higher LOS standard and acknowledging the inconsistency with the TCR and the associated funding participation limitations by the State for State highway improvements.

Does the TCR have to be read from cover to cover in order to get pertinent information about a route segment?

Caltrans does not intend for TCRs to be read from cover to cover as one would read a book. Rather, the TCR is a reference document with segment-specific information presented in a concise and readable format that allows the user to easily access -- in one place in the document -- all the data and information that pertains to a particular segment of the route. Because of this format, there is a certain amount of repetition in the TCR, as information pertaining to adjacent segments of the route is repeated in the relevant sections of the TCR.

The TCR first presents an overview of the route's current condition, the general context in which it exists, and Caltrans' general vision for its future. The route is then divided into segments for analysis. Each segment's Fact Sheet contains a variety of technical, statistical, historical, and other useful information that provide a deeper understanding of the route and a context for the Concepts developed for it.

Transportation Concept Reports also include right-of-way widths, an inventory of biological resources known to exist in the vicinity of the highway, and maps showing the general

location of rare species and natural communities. Right-of-way and environmental information provided in a TCR are relative to the route or route segment and are not to be considered project specific. Precise right-of-way needs cannot be defined until the appropriate environmental and engineering studies are completed. In the back of the TCR is a glossary of terms and acronyms, and a list of references used to prepare the report.

District 3 is continually striving to improve the quality and usefulness of its TCRs. Future updates will include expanded environmental information, the results of an operational analysis of heavily-congested route segments, and a corridor-level landscape or aesthetic master plan, if available, to help incorporate specific, context-sensitive features into highway projects.

Route Concept Development

A Transportation Concept Report (TCR) assesses a highway's current and future operating conditions and uses that and other information to establish a 20-year Route Concept for each segment of the route. A Route Concept is comprised of a Concept Level of Service and a description of the Concept Facility. The TCR then determines the nature and extent of improvements needed to attain the Route Concept.

Concept Level of Service

Concept Level of Service (LOS) reflects the minimum level or quality of operations that is appropriate for each route segment, and is considered to be reasonably attainable within the 20-year planning period. Caltrans also uses the Concept Level of Service as the CEQA level of significance threshold when evaluating the impacts of local development plans and projects. A significant impact is identified if a specific local development plan or project results in a level of service on the highway segment or intersection that is below the Concept LOS, and must be mitigated.

Typical Concept LOS standards in District 3 are LOS D in rural areas and LOS E in urban areas. However, some heavily-congested route segments now have a Concept LOS F because the improvements or travel demand reductions required to bring the level of service to E are not considered feasible. Level of service is established through travel forecasting data analysis, using regional models where available. (See the Glossary for a definition of Level of Service.)

Concept Facility

The description of a facility reflects its number of travel lanes, and degree of access onto the highway by local streets and driveways. (See the Glossary for an explanation of Access Control.) The Concept Facility will provide the amount of vehicle-carrying capacity necessary to achieve the Concept LOS. In some cases, people-carrying capacity will also be incorporated. Auxiliary lanes are not considered a part of the mainline roadway and, therefore, are not included in the number of travel lanes indicated in a Concept.

Concept Improvements

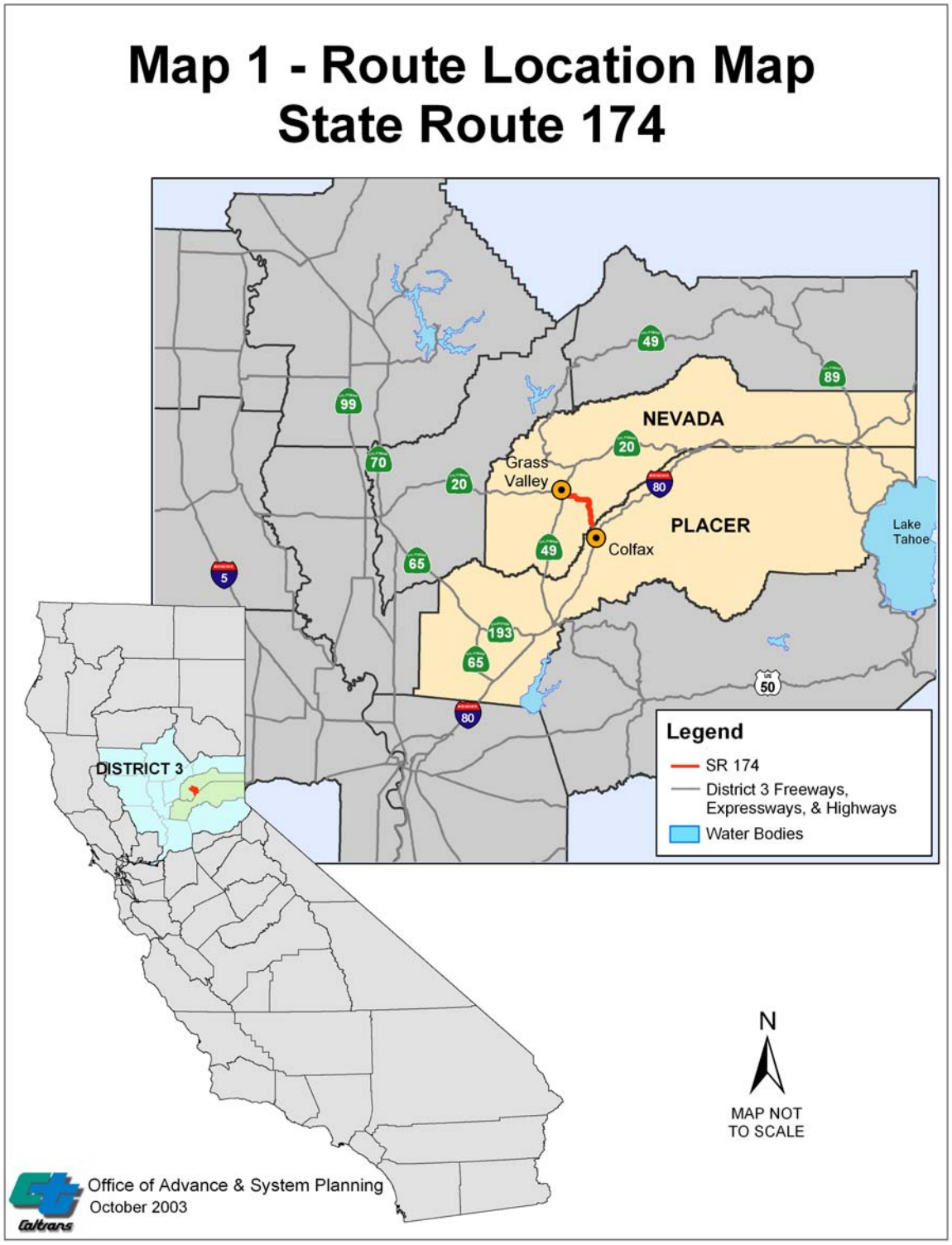
The range of improvements available to achieve a Route Concept is heavily influenced by environmental, political, and fiscal conditions. In many areas, planned projects are subject to meeting air quality conformity standards. Unanticipated safety projects and routine roadway maintenance are not included in Route Concept Improvements, although both will occur throughout the corridor as needed.

Because a highway is but one part of an interconnected transportation network, District 3 takes a corridor approach to developing TCRs. The corridor may include additional

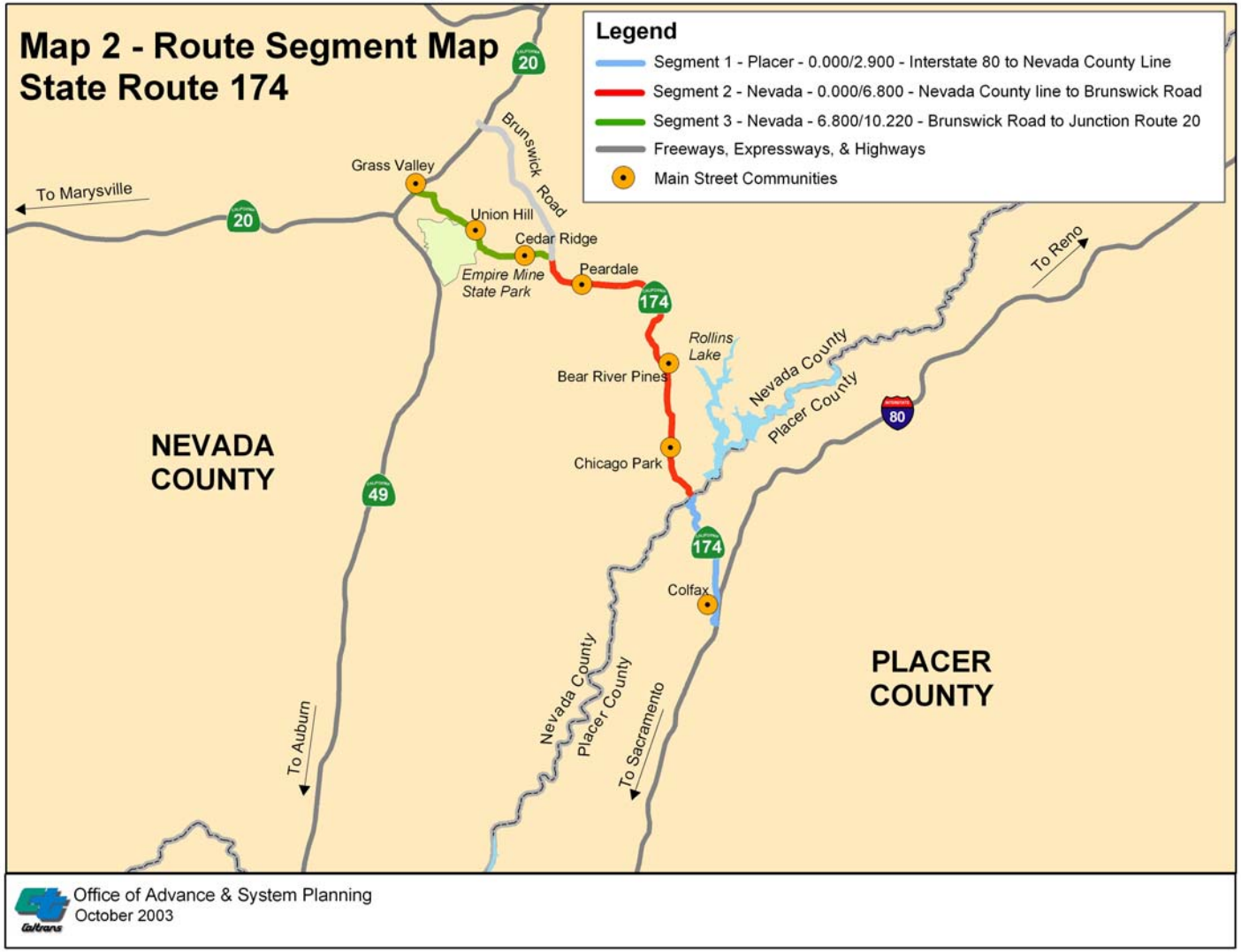
transportation systems, such as bus or rail transit service, bicycle and pedestrian facilities, heavy rail, a seaport, airports, interregional bus service, local roadways, and facilities for neighborhood electric vehicles used frequently by older citizens for local mobility. All of these systems reduce excess highway demand by providing travelers and shippers of goods with non-highway or non-driving options. Expansion of those that can provide a notable improvement to mobility within the corridor are included as Concept Improvements.

Where a Concept LOS is F, the TCR recommends general operational improvements and alternate modes of travel as starting places for further study. However, because the number of route segments with a Concept LOS F is expected to increase, operational (that is, non-capacity-increasing) improvements are now the primary strategy for optimizing the operation of the existing highway infrastructure. To fully integrate this strategy, future TCRs will include an operational analysis of heavily-congested urban route segments. The results of this analysis will determine which specific operational improvements will become Concept Improvements.

Map 1 – Route Location Map



Map 2 – Route Segment Map



Transportation Concept Report Summary

Table 1 – Concept Summary

Segment	County	Post Kilometer	Post Mile	Level of Service			Existing Facility*	20-Year Concept Facility*	Improvements Toward Concept Facility	Ultimate Facility
				2000	2020 No Build	Concept				
1	Placer	0.000/ 4.667	0.000/ 2.900	D	D	D	2C	2C	• Consider traffic signals at the northern SR 174 and South Auburn Street intersection, and at the SR 174/I-80 Interchange and South Auburn Street intersection. • Re-stripe northbound South Auburn Street to include dedicated right turn lane and through lane at the northern SR 174 and South Auburn Street intersection. • At the eastbound I-80 off-ramp to SR 174, modify existing signage to improve the I-80 and SR 174 connection. • Provide decorative lighting and street landscaping within the City of Colfax. • Pave turnouts.	2C
2	Nevada	0.000/ 10.944	0.000/ 6.800	E	E	E	2C	2C	• Pave turnout. • Consider improved curve warning and speed limit signage along the entire segment.	2C
3	Nevada	10.447/ 10.944	6.800/ 10.220	D	D	E	2C	2C	• Post signage on SR 174: → PM 8.171 to alert motorists of the left turn lane for Rattlesnake Road. → PM 8.660 to alert motorists of turnout driveway in front of the school is used for passenger loading and unloading. → PM 8.930 to alert motorists of the left turn lane for Empire Mine Road. → PM 9.629 to alert motorists of the right turn lane for Gold Hill Drive. • Consider traffic signal signage and traffic signal on Brunswick Road at the SR 174 intersection (PM 6.830). • Lengthen right turn lane pocket on Brunswick Road at SR 174 (PM 6.830). • Provide signage on SR 174 prior to the SR 49 expressway/overcrossing (PM 10.166). • Consider improved curve warning, speed limit, and traffic signal signage along the entire segment. • Pave turnouts.	2C

* Facility Types: 2C = 2-Lane Conventional Highway

Concept Rationale

State Route (SR) 174 is a non-interregional route that extends 13.1 miles northward from Interstate 80 (I-80) near Colfax in Placer County to SR 20 in the City of Grass Valley in Nevada County. Route 174, which serves mostly local area traffic, winds through rolling to mountainous terrain with most land uses consisting of rural residential and commercial development. Small cities are located at each end of the route: Grass Valley to the north and Colfax to the south, and several small rural communities in between. Recreational areas along the route include: Empire Mine State Historic Park, which is located south of Route 20 in Grass Valley, and Rollins Lake, which offers boating, fishing, camping, picnicking, and hiking. The route is also named the "Officer Bill C. Bean Jr. Memorial Highway." Officer Bean was a Sacramento police officer who died in 1999 while on duty.

Large trucks and slow moving vehicles will occasionally affect traffic flow, which may result in sizable queues along some areas of the route. More local and regional commuters are using SR 174 as a direct route from Auburn to Grass Valley or Nevada City when SR 49 is congested. Despite the occasional queuing of vehicles, traffic congestion is not a continuous major problem over the entire length of SR 174.

The present Levels-of-Service (LOS) for SR 174 range from "D" to "E." The LOS is created by the hilly and mountainous terrain of this rural route, with its many curves, steep grades as high as 8%, limited sight distance, and few passing opportunities. SR 174 LOS conditions include some delays, occasional unstable traffic flows, difficult passing, and average operating speeds of 35 to 40 mph.

Lane widths are narrower than the current 12-foot standard in some areas along SR 174. The lanes are as narrow as 10 feet in some areas, and average range is from 11 feet to 13 feet for the entire route. Shoulder widths range from zero to less than 8 feet.

Several left turn lanes along northbound SR 174 do not have adequate signage to alert motorists of impending turns to access local roads (e.g., Rattlesnake Road). Improved curve warning, speed limit, and traffic signal warning signage should also be considered along the route to mitigate vehicular collisions. Brunswick Road is one of the major intersections within the route. Daily, a significant volume of vehicles exit Brunswick Road onto SR 174. This intersection is one of the major traffic generators along this route, and mitigation measures such as traffic signalization should be considered to improve operational conditions.

Accessing SR 174 from the north or south ends of the route can be difficult. There are no interchanges directly connecting motorists to SR 174 from I-80 at the south end, or SR 20 from the north end respectively. To access SR 174 motorists must follow signs and navigate through city streets to enter the respective routes. To improve these connections, signage should be modified to improve route directions for motorists.

Segment Summary

Segment 1 (Placer County PM 0.000 – 2.900/KPM 0.000 – 4.677)

Segment 1 is a two-lane conventional highway. The route begins at the Interstate 80 and SR 174 interchange on South Auburn Road within the city of Colfax. Outside Colfax, this segment is mostly rural residential with many curves, steep grades, narrow or no shoulders, slow speed/curve advisory signage, and many access points (e.g., residential driveways) along the route. Local residents, and 5+ axle truck drivers are the primary users of the route.

Segment 2 (Nevada County PM 0.000 – 6.800/KPM0.000 – 10.994)

Segment 2 is a two-lane conventional highway. This segment is primarily rural residential, and passes through the rural communities of Chicago Park, Bear River Pines, and Peardale. Horizontal curves, narrow or no shoulders, slow speed/curve advisory signage, and many access points (e.g., residential driveways) are common segment characteristics. Trucks also slow traffic flow within the segment.

Segment 3 (Nevada County PM 6.800 – 10.220/KPM 10.446 – 16.448)

Segment 3 is a two-lane conventional highway. This segment is mostly rural residential with some commercial development at the end of the segment. Curves, steep grades, narrow or no shoulders, and many access points (e.g., residential driveways) are common along the route. Trucks slow traffic flow within the segment. Within this segment, Brunswick Road is a major intersection that generates significant peak hour traffic onto SR 174, which affects traffic flow on the route. The route ends in Grass Valley at the northwestern terminus of SR 174 at SR 20.

District 3 - Transportation Concept Report Fact Sheet

Route Information	
Route:	174
County:	Placer
Segment Number:	1

Segment Boundaries			
KP Start	0.000	**PM Start**	0.000
KP End	4.667	**PM End**	2.900
Distance [km]	4.667	**Distance [mi]:**	2.900

Segment Description

Interstate 80 to Placer/Nevada County Line

Concept Summary

Existing Facility:

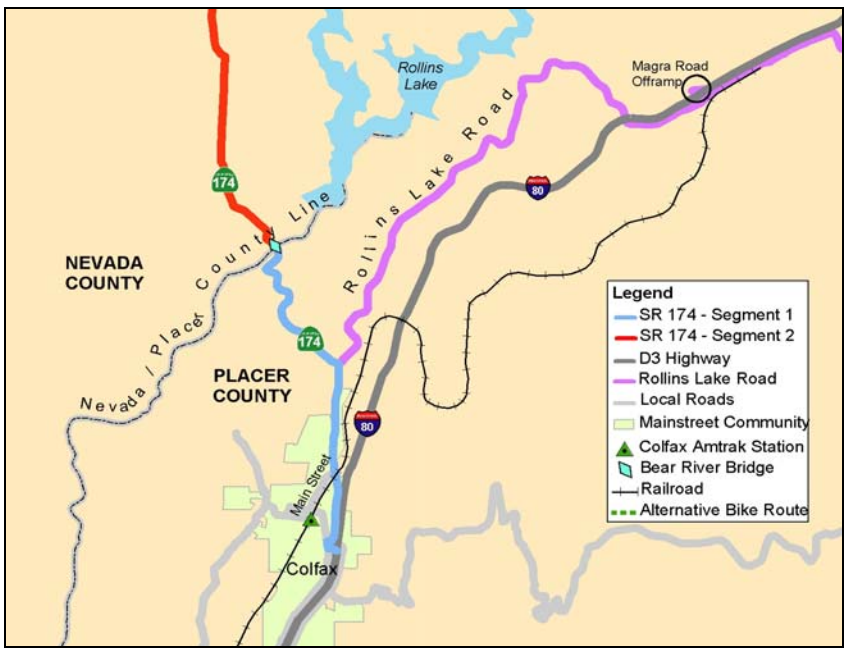
2-lane conventional highway

Concept Facility:

2-lane conventional highway

Ultimate Facility:

2-lane conventional highway



Level of Service (LOS)

Existing LOS:	D
20 yr. LOS - No Build:	D
20 yr. Concept LOS:	D

County General Plan:	Placer
General Plan Year:	1994
General Plan LOS Standard:	D

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Colfax	1998	D

TRANSPORTATION CONCEPT IMPROVEMENTS

- Consider traffic signals at the northern SR 174 and South Auburn Street intersection, and at the SR 174/I-80 Interchange and South Auburn Street intersection.

- Re-stripe northbound South Auburn Street to include a dedicated right turn lane and through lane at the northern SR 174 and South Auburn Street intersection.

- At the eastbound I-80 offramp to SR 174, modify existing signage to improve the I-80 and SR 174 connection.

- Widen to 40' standard where feasible.

- Support improvements, such as decorative lighting and street landscaping, that enhance the appearance and safety on the segment.

-Pave turnout areas on the east side within this segment at post miles:
0.300, 0.500, 2.410

DESCRIPTION - RATIONALE - GENERAL COMMENTS

State Route 174 (SR 174) - Segment 1 is a two-lane conventional highway that is also a minor arterial for the City of Colfax, and the arterial is located between PM 0.000 and PM 0.980. Vehicular traffic, pedestrians and bicycles have access to the historic downtown district via Main Street at PM 0.120. Within the City of Colfax many access points exist such as various collector and local roads, and residential driveways.

The City of Colfax, population of 1,540, values its historical past. According to their General Plan, in the mid-1800s Colfax was established as a railroad pass-by town site. In 1865, the transcontinental railroad completed the connection between Colfax and Promontory Point, Utah. Colfax and its economy has since been closely linked to the railroad.

SR 174 provides a connection for local and regional traffic to the City of Colfax and the Grass Valley area. However, reaching SR 174 from I-80 can be confusing to motorists. There is no signage providing motorists' direction from eastbound I-80 to SR 174, which makes the connection difficult for motorists unfamiliar with the Colfax area. This connection can be improved by modifying the existing signage at the I-80 eastbound Colfax off-ramp for the SR 174/I-80 interchange.

During peak commuting hours, traffic queues begin to form at the intersections of north SR 174 and South Auburn Street, the SR 174/I-80 Interchange, and South Auburn Street. Both of these intersections are not signalized and have 3-way stop signs. The local Colfax schools are generating increased traffic during weekday mornings and afternoons at both intersections, and traffic queues average a minimum of 8 to 10 cars. Traffic flows can be improved by considering traffic signals at the north SR 174 and South Auburn Street, and the SR 174/I-80 Interchange and South Auburn Street intersections. Also, it is recommended that northbound South Auburn Street be restriped to include a dedicated right turn lane and through lane at the northern SR 174 and South Auburn Street intersection.

Other recommended improvements include adding sidewalks, decorative lighting, and street landscaping within the City of Colfax. Sidewalks can improve both pedestrian access to businesses, and promote walking as an alternative mode of transportation. Decorative lighting can provide a sense of community while enhancing pedestrian security at night. Additional improvements include community identifiers: site furnishings, on street parking bulb outs, enhanced paving treatments (along pedestrian routes), and raised planters. All of these elements improve motorist safety when entering areas of increased pedestrian and bicycle activity.

Outside of Colfax, this segment provides access to and from the Rollins Lake recreational area. Segment characteristics such as roadway curves, steep grades, and slopes limit sight distances and restrict passing opportunities. Also, slow moving trucks affect traffic flow and route capacity. The segment's rolling hills to mountainous terrain restricts right-of-way access. Operational improvements such as curve corrections, realignments, lane/shoulder widening, and additional turnouts are limited or not feasible. However, it is recommended that the larger unpaved turnout areas that can accommodate larger vehicles (e.g., recreational vehicles, trucks), be paved at the time of pavement rehabilitation.

The SR 174 Bear River Bridge (Number 19-65) is located at PM 2.82. Built in 1987, this bridge carries SR 174 traffic across the Bear River, which separates Nevada and Placer Counties. Refer to Appendix B for further detailed bridge information.

An inactive historic bridge, built in 1921, is adjacent to the SR 174 Bear River Bridge and is preserved by local residents. A plaque, which sits at the entrance of the bridge, commemorates the bridge's historical significance. The immediate area around the bridges provides hiking trails, and access to swimming, fishing, or picnicking.

SR 174 provides a direct route for regional and local motorists traveling from Auburn to Grass Valley or Nevada City when SR 49 is congested. For example, during a typical commute, traveling on SR 49 from Auburn to Grass Valley is approximately 23 miles and takes 30 minutes to complete. The same trip on SR 174 is approximately 29 miles and only takes 30 minutes; therefore, the commuting time is actually perceived to be shorter.

Infrequent I-80 highway closures may occur because of traffic incidents or inclement weather conditions between the SR 174/I-80 Junction and the Magra Road off-ramp. If I-80 highway closures do occur, Caltrans maintenance crews detour I-80 eastbound and westbound traffic to SR 174 via Rollins Lake Road. The detoured distance from the SR 174/I-80 Junction to the Magra Road off-ramp on SR 174 is approximately 4.9 miles. Traffic volumes within this I-80 corridor area are significant; therefore, I-80 highway closures can significantly impact SR 174. The I-80 highway closures in this area occur approximately 2-3 times per year.

LAND USE

Within the City of Colfax, land uses are both commercial and residential. The land use throughout the remainder of the segment is primarily rural residential.

MODAL OPTIONS

PLACER COUNTY TRANSIT (PCT) : Placer County Transit provides daily fixed route bus service to/from Colfax. Depending on the direction of the trip, the buses stop at the following locations: Alta Store, Colfax Amtrak, and Auburn Transfer Center. For more information, call (530) 885-BUSS or visit http://www.placer.ca.gov/works/pct.htm.

NEVADA COUNTY GOLD COUNTRY STAGE: The Gold Country Stage provides an intracity fixed route bus service that travels from Colfax to Auburn. This service also makes stops in Cedar Ridge and Chicago Park, as well as other locations along SR 174. For more information, call (530) 477-0103 or (888) 660-7433 or visit http://new.mynevadacounty.com/dots/index.cfm?ccs=547.

AMTRAK CAPITOL CORRIDOR (INTERCITY RAIL): The Capitol Corridor trains stop in Roseville, Rocklin, and Auburn. Connecting bus service is provided to and from Colfax, Nevada City/Grass Valley, Carson City, and Reno. The three Placer County stations (Roseville, Rocklin, and Auburn) are served by one westbound train leaving Auburn at 6:35 a.m. (weekdays) or 8:05 a.m. (weekends) and one return train arriving in Auburn at 6:35 p.m. (weekday) and 6:55 p.m. (weekends). Since the introduction of this new schedule in February 2000, the average boardings at all three stations have increased dramatically. Connector buses provide service from Sacramento to Placer County stations. No reservations are required to ride the Capitol Corridor trains or connector buses. For more information call (800) 872-7245 or visit www.amtrakcapitols.com.

AMTRAK CALIFORNIA ZEPHYR (INTERCITY RAIL): The California Zephyr, which runs daily between Chicago and Oakland, provides interstate passenger rail service with stops throughout Placer County, including Colfax. As an interstate rail service, reservations are required for travel on the California Zephyr. For more information call (800) USA-RAIL or visit www.amtrak.com.

BICYCLES: Within the City of Colfax, SR 174 is a Class III Bike Route. Outside of the City of Colfax, SR 174 is not a designated bicycle route, and bicyclists are permitted to use the roadway. This portion of the segment is a shared roadway.

RIGHT OF WAY

The average right of way is 70 feet.

Functional Classification Information

Functional Classification:	**Minor Arterial**
National Highway System (NHS):	**Non NHS**
Access Control:	**Conventional Highway**
National Truck System:	**Terminal Access Route**
Scenic Route:	**Eligible**
Lifeline Route:	**Non Lifeline**
Statewide Significance:	**Non Interregional Route System**

Highway Log Right of Way Information

Number of Lanes: 2

	Meters	*Feet*
Avg. Lane Width:	3.35	11.00
Avg. Shoulder Width:	1.52	5.00
Avg. Median Width:	0.00	0.00

General Comments:

Projects Planned (Non-funded)

NO PROJECTS PLANNED

Projects Programmed (Funded)

NO PROJECTS PROGRAMMED

Traffic Data

Peak Period Direct Split:	60%
% Traffic Growth Per Year:	2%

Land-Use Data

Land Use Zone:	Rural-Residential and Commerical
Terrain:	Rolling-Mountainous
Future-20yr. Land Use:	Rural-Residential and Commerical

Air Quality

The following information is a brief overview only. For specific environmental information, contact California Department of Transportation District 3 Environmental Offices.

Air Basin: Mountain Counties

Federal Air Quality Area Designations:

CO: Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Severe

Local and Regional Planning Agencies

MPO

Sacramento Area Council of Governments (SACOG)
1415 L Street, Suite 300
Sacramento, CA 95816
(916) 321-9000

Air Quality District

Placer County Air Pollution Control District (DeWitt Center)
11464 "B" Ave.
Auburn, CA 95603-2603
(530) 889-7130

County Planning Department

County of Placer
Placer County Planning Department
11414 B Avenue
Auburn, CA 95603
(916) 889-7470

RTPA/Congestion Management Agency

Placer County Transportation Planning Agency
249 Nevada Street
Auburn, CA 95603
(530) 823-4030

City Planning Department

City of Colfax
Planning and Engineering Services
33 South Main Street
Colfax, CA 95713
(530) 346-2313

District 3 - Transportation Concept Report Fact Sheet

Route Information	
Route:	174
County:	Nevada
Segment Number:	2

Segment Boundaries			
KP Start	0.000	**PM Start**	0.000
KP End	10.944	**PM End**	6.800
Distance [km]	10.944	**Distance [mi]:**	6.800

Segment Description

Nevada County line to Southeast of Brunswick Road

Concept Summary

Existing Facility:

2-lane conventional highway

Concept Facility:

2-lane conventional highway

Ultimate Facility:

2-lane conventional highway

Level of Service (LOS)

Existing LOS:	E
20 yr. LOS - No Build:	E
20 yr. Concept LOS:	E

County General Plan:	Nevada
General Plan Year:	1995
General Plan LOS Standard:	D

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Chicago Park		
-Unincorporated - Refer to county general plan for LOS standard		
Peardale		
-Unincorporated - Refer to county general plan for LOS standard		

TRANSPORTATION CONCEPT IMPROVEMENTS

- Pave the turnout on the east side within this segment at post mile 4.500.
-Consider improved roadway and speed limit signage within this segment.

DESCRIPTION - RATIONALE - GENERAL COMMENTS

State Route 174 - Segment 2 is a two-lane conventional highway. This segment of the route is primarily rural, and passes through the rural communities of Chicago Park, Bear River Pines, and Peardale. There is a school within the community of Chicago Park. School crossing pavement markings and road signs are located on the route at PM 00.930 and PM 1.380, respectively, for the nearby Chicago Park School. The school is not adjacent to SR 174.

The rural land area includes residential driveways, and some collector and local roads. Traffic flow is affected by numerous curves with some steep grade areas as high as 8%, which create limited site distances and restrict passing opportunities. This segment of the route has slow speed signage, which can be as low as 15 mph in some areas. Truck traffic also slows traffic flow within this segment.

Rolling hills to mountainous terrain creates very limited or no right-of-way access. Operational improvements such as curve corrections, realignments, lane/shoulder widening, and additional turnouts are limited or not feasible. As in Segment 1, it is recommended that the larger unpaved turnout area that can accommodate larger vehicles (e.g., recreational vehicles, trucks), be paved at the time of pavement rehabilitation.

The majority of the vehicular collisions within this segment have occurred at or near roadway curves. The frequency of these collisions is above the state average, and most have been caused by excessive speeds by motorists. There is presently roadway curve warning and speed limit signage on this segment, but improved signage should be considered to mitigate future collisions.

LAND USE

The land use along this segment is primarily rural residential.

MODAL OPTIONS

NEVADA COUNTY GOLD COUNTRY STAGE: The Gold Country Stage provides bus service in Nevada County. The Gold Country Stage also provides demand-responsive service, personal trip planning by phone, disabled services, and charter services. Most buses have front-mounted bicycle racks, and if not so equipped, and if room available inside, the bike may be brought on board.

Note:
Amtrak buses, which are not a part of the Gold Country Stage transit service, connect Grass Valley, Nevada City and Colfax with trains in Sacramento and Reno.

For more information, call (530) 477-0103 or (888) 660-7433, or visit their website at: http://new.mynevadacounty.com/dots/index/.cfm?ccs=547.

BICYCLES: There is no Class II or III bicycle facility along this segment of SR 16. It is primarily a shared roadway for bicycles.

RIGHT OF WAY

The average right of way is 70 feet. There is currently no need for any additional right of way.

Functional Classification Information

Functional Classification:	**Minor Arterial**
National Highway System (NHS):	**Non NHS**
Access Control:	**Conventional Highway**
National Truck System:	**Terminal Access Route**
Scenic Route:	**Eligible**
Lifeline Route:	**Non Lifeline**
Statewide Significance:	**Non Interregional Route System**

Highway Log Right of Way Information

Number of Lanes: 2

	Meters	*Feet*
Avg. Lane Width:	3.66	12.00
Avg. Shoulder Width:	0.91	3.00
Avg. Median Width:	0.00	0.00

General Comments:

Projects Planned (Non-funded)

NO PROJECTS PLANNED

Projects Programmed (Funded)

NO PROJECTS PROGRAMMED

Traffic Data

Peak Period Direct Split:	58%
% Traffic Growth Per Year:	2%

Land-Use Data

Land Use Zone:	Rural-Residential
Terrain:	Rolling-Mountainous
Future-20yr. Land Use:	Rural-Residential

Air Quality

The following information is a brief overview only. For specific environmental information, contact California Department of Transportation District 3 Environmental Offices.

Air Basin: Mountain Counties

Federal Air Quality Area Designations:

CO: Attainment/Unclassified	**PM10:** Unclassified/Attainment	**Ozone:** Attainment/1 hr. std. not applicable

Local and Regional Planning Agencies

RTPA

Nevada County Transportation Commission
101 Providence Mine Road, Suite 102
Nevada City, CA 95959
(530) 265-3202

Air Quality District

Northern Sierra Air Quality Management District
P.O. Box 2509
Grass Valley, CA 95945
(530) 274-9360

County Planning Department

County of Nevada
Nevada County Planning Department
950 Maidu Avenue
Nevada City, CA 95959
(530) 265-1377

Congestion Management Agency

No CMA in County

City Planning Department

No incorporated city governments along segment

District 3 - Transportation Concept Report Fact Sheet

Route Information	
Route:	174
County:	Nevada
Segment Number:	3

Segment Boundaries			
KP Start	10.944	**PM Start**	6.800
KP End	16.447	**PM End**	10.220
Distance [km]	5.504	**Distance [mi]:**	3.420

Segment Description

Southeast of Brunswick Road to State Route 20

Concept Summary

Existing Facility:

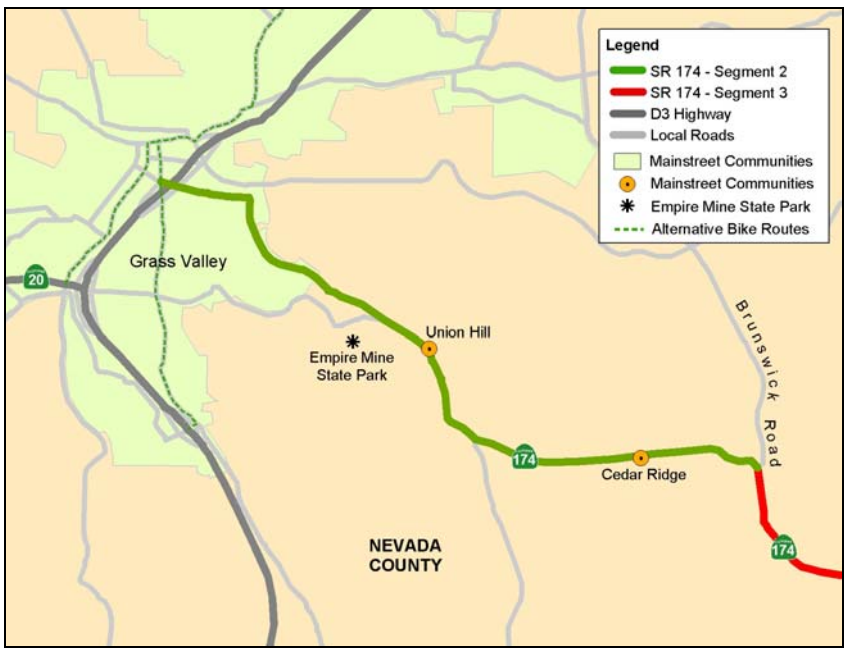
2-lane conventional highway

Concept Facility:

2-lane conventional highway

Ultimate Facility:

2-lane conventional highway



Level of Service (LOS)

Existing LOS:	D
20 yr. LOS - No Build:	D
20 yr. Concept LOS:	E

County General Plan:	Nevada
General Plan Year:	1995
General Plan LOS Standard:	D

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Grass Valley	1998	D
Cedar Ridge		
-Unincorporated - Refer to county general plan for LOS standard		
Union Hill		
-Unincorporated - Refer to county general plan for LOS standard		

TRANSPORTATION CONCEPT IMPROVEMENTS

- Consider traffic signal signage and a traffic signal on Brunswick Road at the intersection with SR 174 (PM 6.830).

- Lengthen the right turn lane pocket on Brunswick Road that provides access to SR 174 (PM 6.830).

- Pave turnout areas on the west side within this segment at post miles: 8.200, 9.300

- Post signage on SR 174 at the following locations:

1) east side at PM 8.171 to alert motorists of the left turn lane for Rattlesnake Road.

2) east side and west side at PM 8.660 to alert motorists that the turnout driveway in front of the Union Hill School is used for passenger loading and unloading.

3) east side at PM 8.930 to alert motorists of the left turn lane for Empire Mine Road.

4) east side at PM 9.629 to alert motorists of the right turn lane for Gold Hill Drive.

- Provide signage on the east side of SR 174 prior to the SR 20 expressway/overcrossing to provide motorists improved directions for accessing westbound and eastbound SR 20 (PM 10.166).

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DESCRIPTION - RATIONALE - GENERAL COMMENTS

State Route 174 - Segment 3 is a two-lane conventional highway. Just as in Segments 1 and 2, there are residential driveways, and various collector and local roads along this segment. Traffic flows within this segment are affected by numerous curves with some steep grade areas as high as 8%, which cause limited site distance and very few passing opportunities. The segment has low speed advisory signage posted at the sharper roadway turns.

Operational improvements such as curve corrections, realignments, lane/shoulder widening, and additional turnouts are limited or not feasible. However, it is recommended that the larger unpaved turnout area that can accommodate larger vehicles (e.g., recreational vehicles, trucks), be paved at the time of pavement rehabilitation.

The majority of the vehicular collisions within this segment have occurred at or near roadway curves, and intersections along the route. The frequency of these collisions is above the state average, and most have been caused by excessive speeds and "red light running" by motorists. There is presently roadway curve warning and speed limit signage on this segment, but improved signage should be considered to mitigate future collisions. Also, improved traffic

signal warning signage should be considered to mitigate "red light running" by motorists.

Brunswick Road is a major intersection located at PM 6.830 within this segment. The intersection is a traffic generator onto SR 174, which presently affects traffic flow. For example, during peak hours vehicular traffic queues develop on Brunswick Road when vehicles are waiting to turn onto either northbound or southbound SR 174. Operational improvements such as a traffic signal and signage on SR 174 and longer turn lanes on Brunswick Road should be investigated at this intersection. An October 2001 Nevada County Transportation Commission corridor study for Brunswick Road from SR 20 to SR 174, recommends a traffic signal (per signal warrant requirements) at the intersection to improve traffic flow. Caltrans supports this recommendation.

SR 174 passes through several communities (e.g., Cedar Ridge, Union Hill, Grass Valley), and within these communities there are pedestrian and school crossing pavement markings and signage posted next to the roadway. These pavement markings and signage alert motorists of potential pedestrian or school children crossings on SR 174. The schools located in Cedar Ridge and Grass Valley are not adjacent to SR 174.

The Union Hill School is adjacent to SR 174 at PM 8.550. A turnout driveway next to the roadway and in front of the school is used for passenger loading and unloading. There is no signage to alert motorists of this activity, and this may impact traffic flow on SR 174 during the morning and afternoon when school children are dropped off and picked up.

Several left and right turn center lanes on northbound SR 174 within this segment do not have signage in advance of the turn lanes to alert motorists (e.g., Rattlesnake Road, Empire Mine Road, Gold Hill Drive) of the local access road. Signage is recommended at these local road access points.

Empire Mine State Historic Park is located at PM 8.900 in the City of Grass Valley. It is the site of the oldest, largest, and richest gold mine in California. The park is open daily all year long for individual and group tours, and provides trails for hiking, biking, and horseback riding.

The City of Grass Valley begins at PM 9.278, a little less than a mile from the north-western terminus of SR 174 at SR 20. The City of Grass Valley has a historical heritage from the California gold rush days of 1849, and its historical mining town environment is an important economic generator for the region.

The Wolf Creek Bridge (Bridge Number 17-32) located at post mile 10.17 was built in 1969. Refer to Appendix B for further detailed bridge information.

At the northwestern terminus of SR 174 at SR 20, no direct connection is available from SR 174 to SR 20 within this segment. Accessing westbound and eastbound SR 20 requires motorists to use the south and north SR 49/20 expressway/connector in the City of Grass Valley. Presently, inadequate signage exists on SR 174 approaching the SR 49/20 expressway/connector within Grass Valley, and motorists are not alerted of the connection to westbound and eastbound SR 20 via SR 49.

There is a planned project to reconfigure the connection of SR 174 at SR 20, which includes traffic flow directional changes, realignment and widening of intersections, traffic signalization, sidewalk and under the freeway parking elimination. The exact design is unknown at this time, but several design proposals are under review. Construction is planned for summer 2005.

The roadway between SR 20 in Grass Valley to the south and SR 20 in Nevada City to the north is signed as a shared SR 49/20 route, and it is legislatively SR 20. This route is named the "Golden Center Freeway" between Route 49 (near Grass Valley) and Nevada City.

LAND USE

The land use along this segment is primarily rural residential, commercial businesses, a public state park, and elementary schools.

In the Grass Valley area, there is a planned 452 acre residential development, named Loma Rica, which will include 125 acres of clustered, pedestrian-oriented residential villages. The remaining 327 acres will be preserved for recreation and open space.

MODAL OPTIONS

NEVADA COUNTY GOLD COUNTRY STAGE: The Gold Country Stage provides bus service in Nevada County. The Gold Country Stage also provides demand-responsive service, personal trip planning by phone, disabled services, and charter services. Most buses have front-mounted bicycle racks, and if not so equipped, and if room available inside, the bike may be brought on board.

Note:
Amtrak buses, which are not a part of the Gold Country Stage transit service, connect Grass Valley, Nevada City and Colfax with trains in Sacramento and Reno.

For more information, call (530) 477-0103 or (888) 660-7433, or visit their website at: http://new.mynevadacounty.com/dots/index/.cfm?ccs=547.

The Nevada County Air Park Airport is a regional general aviation airport, and is located at 12818 Loma Rica Drive in Grass Valley. The airport serves small private aircraft, and during the fire season the airport is used as a storage and staging area for state fire tanker aircraft. The airport is approximately 2-3 miles from SR 174.

BICYCLES: There is no Class II or III bicycle facility along this segment of SR 16. It is primarily

a shared roadway for bicycles.

RIGHT OF WAY

The average right of way is 66.3 feet. There is currently no need for any additional right of way.

Functional Classification Information

Functional Classification:	**Minor Arterial**
National Highway System (NHS):	**Non NHS**
Access Control:	**Conventional Highway**
National Truck System:	**Terminal Access Route**
Scenic Route:	**Eligible**
Lifeline Route:	**Non Lifeline**
Statewide Significance:	**Non Interregional Route System**

Highway Log Right of Way Information

Number of Lanes: 2

	Meters	*Feet*
Avg. Lane Width:	4.57	15.00
Avg. Shoulder Width:	0.91	3.00
Avg. Median Width:	0.00	0.00

General Comments:

Projects Planned (Non-funded)

NO PROJECTS PLANNED

Projects Programmed (Funded)

NO PROJECTS PROGRAMMED

Traffic Data

Peak Period Direct Split:	60%
% Traffic Growth Per Year:	2%

Land-Use Data

Land Use Zone:	Rural-Residential
Terrain:	Rolling-Mountainous
Future-20yr. Land Use:	Rural-Residential

Air Quality

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Air Basin: Mountain Counties

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Local and Regional Planning Agencies

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Grass Valley, CA 95945
(530) 274-9360

County Planning Department

County of Nevada
Nevada County Planning Department
950 Maidu Avenue
Nevada City, CA 95959
(530) 265-1377

Congestion Management Agency

No CMA in County

City Planning Department

City of Grass Valley
Community Development Department, Planning Division
125 East Main Street
Grass Valley, CA 95945
(530) 274-4310

Appendix A: Current Design Standards

From Highway Design Manual, November 1, 2001

Paved Shoulder Width

Conventional Highways – Multilane Undivided	
Left	Right
--	2.4 meters (approx. 8 feet)

Traveled Way Width

Conventional Highways – Multilane Undivided
3.6 meters (approx. 12 feet)

Bicycle Facilities

	Minimum Width of Traveled Way	Minimum Horizontal Clearance to Obstructions	Minimum Vertical Clearance to Obstructions
Class I Bikeway (One-way)	2.4 meters (approx. 8 feet)	0.6 meters (approx. 2 feet)	2.5 meters (approx. 8 feet)
Class I Bikeway (Two-way)	1.5 meters (approx. 5 feet)	0.6 meters (approx. 2 feet)	2.5 meters (approx. 8 feet)
Class II Bikeway (parking permitted with striped parking or stall)	1.5 meters (approx. 5 feet)	--	--
Class II Bikeway (parking permitted without parking stripe or stall)	3.3 meters (approx. 11 feet)	--	--
Class II Bikeway (parking prohibited)	1.5 meters (approx. 5 feet)	--	--
Class III Bikeway	** Note*	--	--
** Note: Minimum width is dependent on many factors, including the volume and character of vehicular traffic on the road, typical speeds, vertical and horizontal alignment, sight distance, and parking conditions.*			

Appendix B: Bridge Information

TCR Segment ID	Postmile	Bridge Number	Structure Name	Structure Type	Length [meters]	Width [meters]	Sidewalks [meters]	Year Built	Year Widened	Min. Vert. Clearance [meters]
PLA-174-1	0.010	19 0086	Route 174/80 Separation	Steel – Stringer/Multi-beam or Girder	38.7	11.1	1.8 /0.5	1958		
PLA-174-1	0.620	19 0055	Colfax OH	Steel Continuous – Stringer/Multi beam or Girder	153.6	10.1	0.9	1938		
PLA-174-1	2.820	19 0065	Bear River	Prestressed concrete continuous – Box Beam or Girders – Multiple	119.8	10.8		1987		
NEV-174-3	10.170	17 0032	Wolf Creek	Concrete – Culvert	7.3	0		1969		
NEV-174-3	10.170	17 0050	Route 20/174 Separation	Concrete Continuous – Box Beam or Girders – Multiple	28.0	11.1		1981		

Appendix C: California Natural Diversities Database

The California Natural Diversity Database (CNDDB) is an inventory of the locations of the state's rare species, and natural communities. The CNDDB was used in this report to provide information of the known biological resources near State Route 174 in District 3. Impacts to biological resources affect both the feasibility of a project and the identification of alternatives.

The following maps depict SR 174 as it extends approximately 13.1 miles from Interstate 80 near Colfax in Placer County to Route 20 in the City of Grass Valley in Nevada County. The special status table (Table 2) and the two county maps (Maps 3 and 4), identify the status of habitats and species found within a 600-meter wide corridor of SR 174. This information does not represent all possible environmental constraints that may exist.

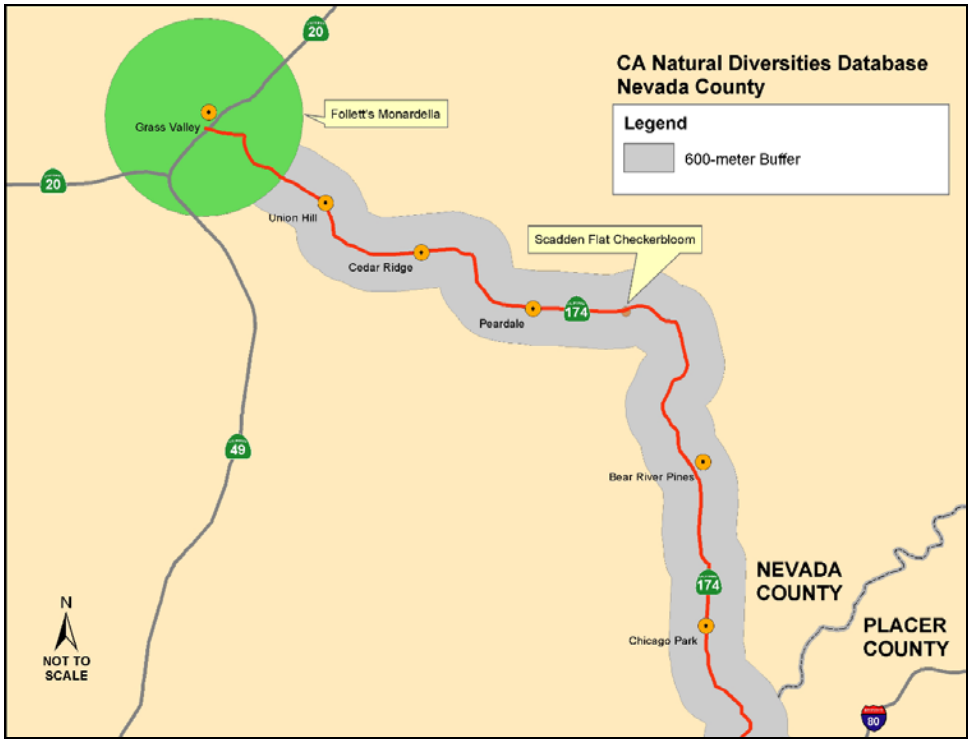
Other environmental issues include air quality, cultural resources (historic and prehistoric), floodplain encroachment, hazardous materials, noise, visual impacts, and the cumulative impacts of regional projects. Any project that is being considered for programming would require an environmental document in compliance with all State, Federal, and Local environmental laws and regulations.

Table 2 – SR 174 Special Status Species (Common Names)

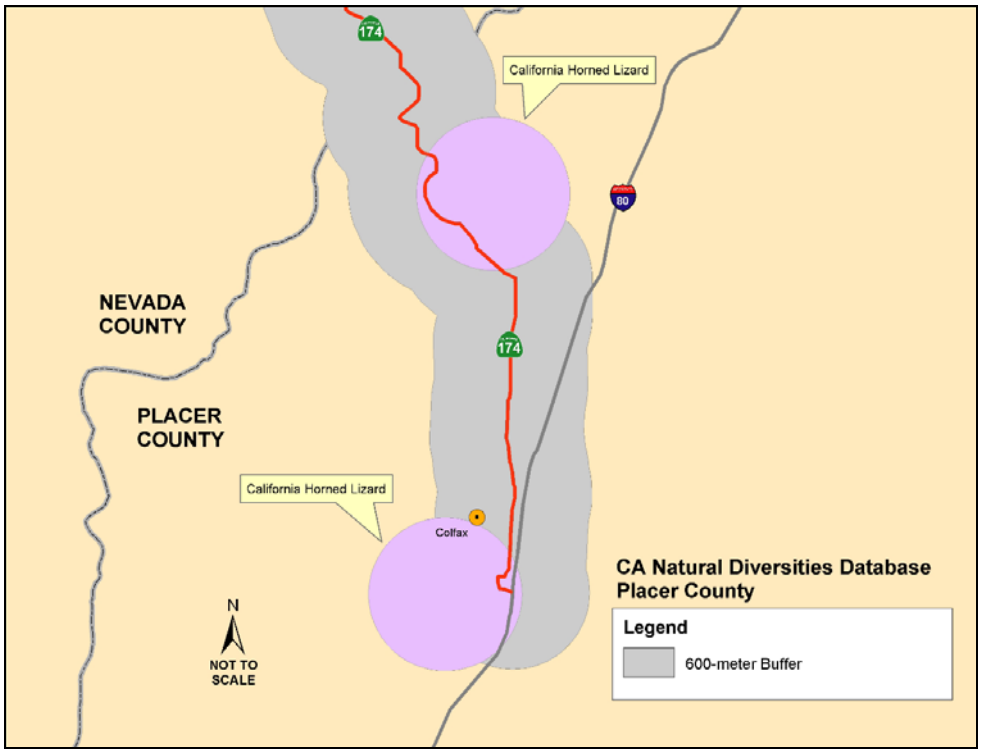
ANIMAL	*PLANT*	*HABITAT*
• California Horned Lizard	• Follett's Monardella • Scadden Flat Checkerbloom	

Appendix C: California Natural Diversities Database

Map 3 – California Natural Diversities Database (Nevada County)



Map 4 – California Natural Diversities Database (Placer County)



Appendix D: Federal & State Environmental and Resource Agencies

Federal Agencies

US Army Corps of Engineers – Sacramento District
1325 J Street
Sacramento, CA 95814-2922
(916) 557-5100

USDA Natural Resources Conservation Service – Grass Valley
113 Presley Way, Suite 1
Grass Valley, CA 95945-5846
(530) 272-3417
(530) 477-8055 (fax)

USDA Natural Resources Conservation Service – Auburn Service Center
251 Auburn Ravine Road, Suite 106
Auburn, CA 95603-3719
(530) 885-6505
(530) 823-5504 (fax)

US Fish and Wildlife Service – Pacific (Region 1)
Sacramento Fish and Wildlife Office Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

US Environmental Protection Agency – Region 9
75 Hawthorne Street
San Francisco, CA, 94105

National Marine Fisheries Service – Sacramento Area Office
650 Capitol Mall, Suite 8-300
Sacramento, CA 95814-4708
(916) 930-3600
(916) 930-3629 (fax)

State Agencies

California Department of Fish and Game
Sacramento Valley – Central Sierra Region
1701 Nimbus Road
Rancho Cordova, CA 95670
(916) 358-2900

Regional Water Quality Control Board
Central Valley Region – Sacramento Office (5S)
3443 Routier Road
Sacramento, CA 95827-3098
(916) 255-3000
(916) 255-3015 (fax)

Appendix E: Glossary and Acronyms

Acronyms and Terms taken from the "Caltrans Acronyms & Transportation Terms Commonly Used in System and Advanced Planning"

Aa

Air Basin: An area or territory that contains similar meteorological and geographical conditions. In California, the Air Resources Board (ARB) has established nine air basins.

Annual Average Daily Traffic (AADT): The average 24-hour traffic volume, which is the total number of vehicles during a stated period divided by the number of days in that period. Unless otherwise stated, the period is a year.

Average Daily Traffic (ADT): The average 24-hour traffic volume, which is the total number of vehicles during a stated period divided by the number of hours in that period. Unless otherwise stated, the period is a 24-hour period.

Cc

Capacity Enhancement: Projects that increase the carrying capacity of a route such as additional lanes, or operational improvements such as ramp metering.

Channelization: The separation or regulation of conflicting traffic movements into definite paths or travel by the use of pavement markings, raised islands or other suitable means to facilitate the safe and orderly movement of both vehicles and pedestrians.

Class I Facility or Bikeway: Class I bikeways (bike paths) are facilities with exclusive right of way, with cross flows by motorists minimized. Section 890.4 of the Streets and Highways Code describes Class I bikeways as serving "the exclusive use of bicycles and pedestrians".

Class II Facility or Bikeway: Class II bikeways (bike lanes) for preferential use by bicycles are established within the paved area of highways. Bike lane stripes are intended to promote an orderly flow of traffic, by establishing specific lines of demarcation between areas reserved for bicycles and lanes to be occupied by motor vehicles.

Class III Facility or Bikeway: Class III bikeways (bike routes) are intended to provide continuity to the bikeway system. Bike routes are established along through routes not served by Class I or II bikeways, or to connect discontinuous segments of bikeway (normally bike lanes). Class III facilities are shared facilities, either with motor vehicles on the street, or with pedestrians on sidewalks, and in either case bicycle usage is secondary. Class III facilities are established by placing Bike Route signs along roadways.

Concept: A strategy for future improvements that will reduce congestion, improve mobility, or maintain the existing level or service on a specific route.

Conventional Highway: A highway without control or access, which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations.

Ee

Expressway: An arterial highway for through traffic, which may have partial control access, but which may or may not be divided or have grade separations at intersections.

Ff

Focus Routes: A subset of the 34 High Emphasis Routes (see definition). The focus routes represent 10 IRRS corridors that should be of the highest priority for completion to minimum facility standards in a 20-year period.

Freeway: A divided arterial highway for through traffic with full control of access and with grade separations at intersections.

Hh

High Emphasis Routes: Routes that are characterized as being the most significant Interregional Road System (IRRS) routes. More importantly, these routes are significant in interregional travel and to maintaining and improving mobility across the entire state.

Highway Adoption: California Transportation Commission (CTC) establishment of a specific highway route location.

Ii

Interregional Road System (IRRS): A series of interregional state highway routes located outside the urbanized areas that provides access to, and links between, the State's economic centers, major recreational areas and urban and rural regions.

IRRS: Interregional Road System

Kk

KPM: Kilometer Post-mile

Kilometer Post-mile (KPM): Using kilometers and counties, the Post-mile system identifies specific and unique locations in the California highway system.

Ll

Level-of-Service (LOS): A rating using performance measures (e.g., traffic volumes, vehicle/capacity ratios, vehicle delay times), that characterizes operational conditions within a traffic stream and perception of those measures by motorists and passengers.

LOS: Level-of-Service

Mm

Median: The portion of a divided highway separating the traveled ways for traffic in opposite directions.

Nn

National Highway System (NHS): The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 included the Interstate Highway System in the 155,000-mile National Highway System (NHS). The NHS approved by Congress in 1995, provides an interconnected system of principal arterial routes to serve major travel destinations and population centers, international border crossings, as well as ports, airports, public transportation facilities, and other intermodal transportation facilities. NHS routes must also meet national defense requirements and serve interstate and interregional travel.

NHS: National Highway System

Pp

Paratransit: A variety of small, often flexibly scheduled route transportation services using low-capacity vehicles, such as vans, to operate within normal urban transit corridors or rural areas. These services usually serve the needs of persons that standard mass transit services would serve with difficulty, or not at all. Often, the patrons include the elderly and persons with disabilities.

Peak: The period during which the maximum amount of travel occurs. It may be specified as the morning (AM) or afternoon (PM) peak, or peak hours.

PM: Post-mile

Post-Mile (PM): Using miles and counties, the post-mile (PM) system identifies specific and unique locations in the California highway system.

Rr

Regional Transportation Plan (RTP): State mandated documents to be developed biennially by all region transportation planning agencies (RTPAs). They consist of policy, action and financial elements.

Regional Transportation Planning Agency (RTPA): Created by AB 69 (1972) to prepare regional transportation plans and designated by the Business, Transportation and Housing secretary to receive and allocate transportation funds. RTPAs can be Councils of Government (COGs), Local Transportation Commissions (LTCs), Metropolitan Planning Organizations (MPOs), or statutorily created agencies.

Route Concept: The Department's judgement on existing and future facilities given present and future financial, environmental, planning and engineering factors.

RTP: Regional Transportation Plan

Rural: An area with a population of less than 2,500, and located outside the U.S. Census *urban area* boundary.

Ss

Shared Roadway: Shared Roadways have no bikeway designation. For example, many rural highways are used for intercity touring and recreational travel. However, the limited use and lack of continuity makes it inappropriate to designate these facilities for bikeways. The development and maintenance of a 4 foot-paved roadway shoulder with a 4-inch stripe can improve the safety and convenience of motorists and bicyclists.

SHOPP: State Highway Operation and Protection Program

Shoulder: The portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use, and for lateral support of base surface courses.

SR: State Route

State Highway Operation and Protection Program (SHOPP): A 4-year program limited to projects related to state highway safety, maintenance, and operation.

State Route (SR): State highways within the State, other than Interstate and US routes, which serve intrastate and interstate travel. These highways can be freeways, expressways or conventional highways.

Tt

TCR: Transportation Concept Report

TDM: Transportation Demand Management

Transit: Generally refers to passenger service provided to the general public along established routes with fixed or variable schedules at published fares.

Transportation Concept Report (TCR): Also known as a Route Concept Report (RCR), a document that identifies current operating conditions, future deficiencies, a Route Concept and Concept Level of Service, and improvements to the route or corridor that will achieve the concept.

Transportation Demand Management (TDM): "Demand-based" techniques for reducing traffic congestion, such as ridesharing programs and flexible work schedules that enable employees to commute to and from work outside of peak travel periods.

Uu

Urban Area: An area with a population of 2,500 to 49,999, and not located within U.S. Census *urbanized area* boundaries.

Urbanized Area: An area with a U.S. Census population of 50,000 or more, and includes *urban area* boundaries.

Appendix F: References

1. E-1 Report – California Department of Finance, January 2001.
2. City of Colfax General Plan 2020, September 22, 1998.
3. Placer County General Plan, August 16, 1994.
4. City of Colfax Traffic Mitigation Fee Study, July 1999.
5. Nevada County General Plan, December 1996.
6. Nevada County Transportation Commisson Corridor Study (for Brunswick Road from SR 20 to SR 174), PRISM Engineering, October 2001.
7. Interregional Transportation Strategic Plan, California Department of Transportation, 1998.